DLA Kitting

Mr. Jonathan Mathews
J-4 Kitting Champion
CSO-F

Purpose

Provide update on DLA Enterprise Solution for Kitting to Worldwide CSR 2004 Conference

Background

- **MG Mongeon, J-3 and RADM Lyden, DSCR visit OC-ALC 10 Feb ’04**
  - **Customer expressed a desire for DLA assistance with current TCM efforts**
  - **CSR on site tasked by AF NAM to explore and take lead**
- **Customer visit two weeks later by VADM Lippert and RADM Lyden to OO-ALC. Again, customer approached DLA leadership about kitting**

Customer Views (Voice of the Customer)

- **Current DLA Kitting Initiatives are not flexible enough**

- **Financial Concerns - what is the customer actually being charged for this service**

- **Customer perception is DDC not currently equipped or resourced to evaluate, build, and assemble additional tailored kits**

- **Customer has expressed desire to be involved in DLA kitting initiatives**

Customer Needs

- **Must be able to turn-in residual kits and have them replenished rather than throw away unused parts**
- **Must be able to include direct, indirect, routed, and reused parts in the kits**
- **Must be able to provide specific part numbers in the kits**
- **Must be able to provide the kits at the Point of Use (POU) to support ongoing LEAN initiatives**
- **Must be able to make timely configuration change outs and price adjustments**

Army Kitting (AMC)

- **AMC Lean - Improve support to production lines by eliminating non-value activities (WASTE) from repair and overhaul processes**
- **AMC/DLA Partnering Initiative – Implement Anniston Army Depot/DDAA pilot project on kitting to demonstrate potential for improving and expanding support to AMC's kitting requirements**
- **AMC/DLA Day Action Item 04-09 (May 4, 2004): Look at Aviation crash damage kits used at CCAD Blackhawk Program to expand across the range of Army aviation fleet**
- **CSRs at industrial and operational sites are engaged with customers to identify kitting requirements**

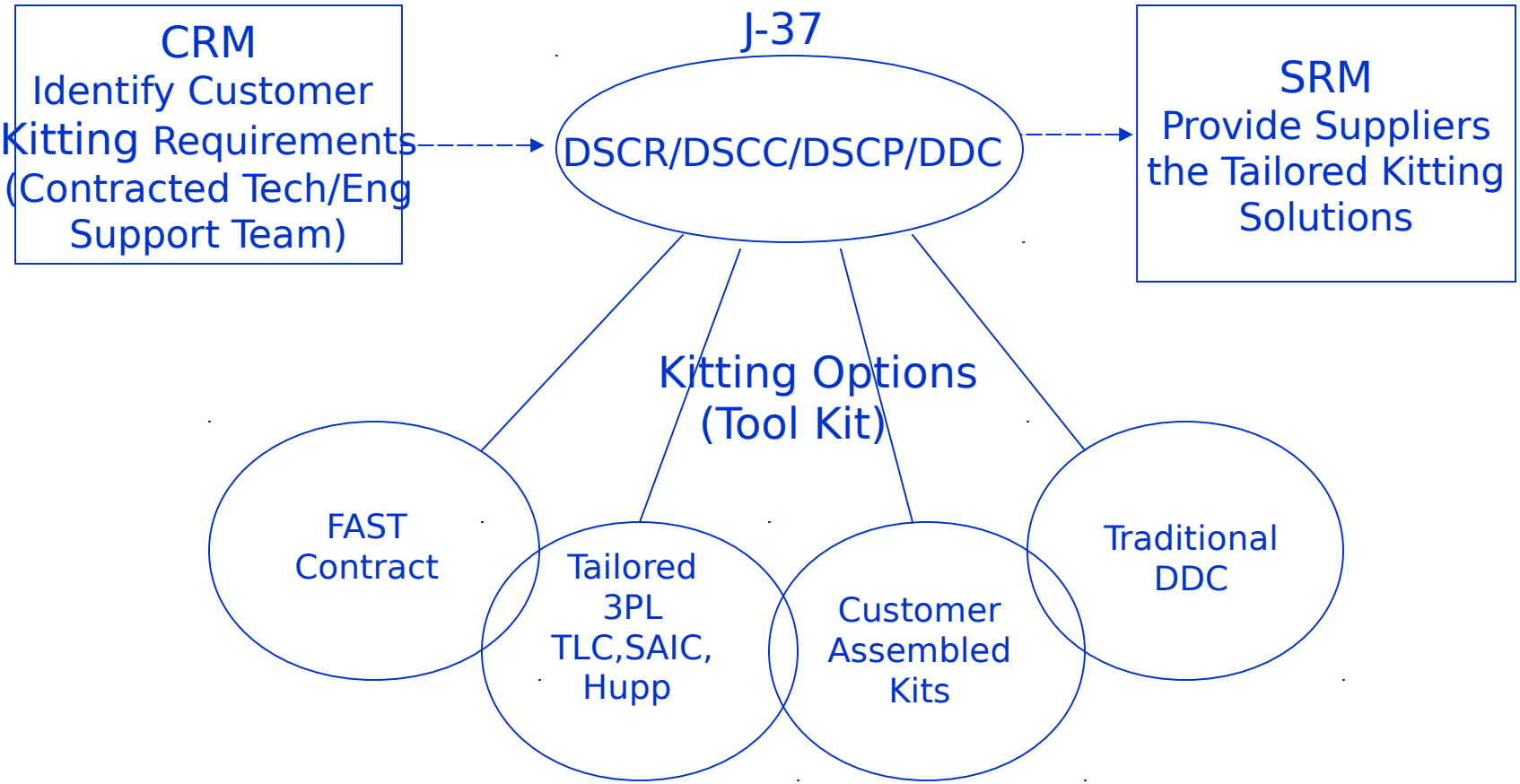
Navy Kitting

- **Kitting has been a “neutral” topic, rather than a “hot” topic, with our Navy customers during the past year**
- **Most Navy managed kits are identified by local stock number (NICN) rather than NSN**
- **NAVAIRSYSCOM has a Central Kitting Activity, staffed by contractors, in Orange Park (near NAS Jacksonville) FL**
  - **Their mission is management of modification kits**
- **NADEP Cherry Point assembles/manages a range of approximately 100 kits for local use**
- **All 3 NADEPs are working on a prospective contract, for kitting support, with Busak+Shamban Aerospace Commercial Services Group**

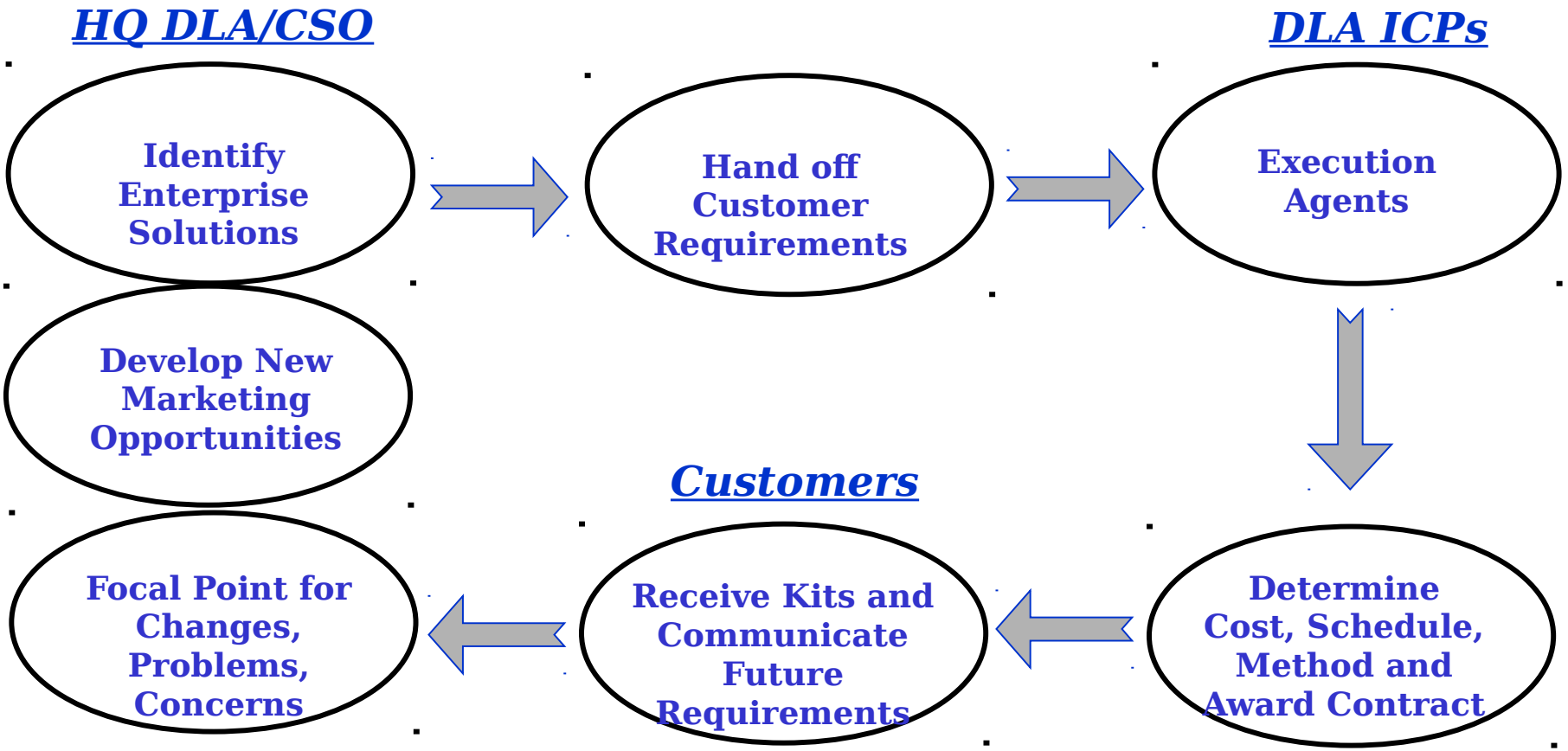
Air Force Kitting

- **Traditional Kitting Initiatives (DDC Assembly)**
  - **Deployable Medical Systems (DEPMEDS)**
  - **Maintenance Modification Kits (TCTO)**
  - **Distribution Depots / EG&G Service: Kits in support of a variety of weapon systems**
  - **A-10 (SLEP) & F-16 (Falcon Star) Mod Kits**
- **Tailored Kitting Initiatives (Third Party Logistics Assembly)**
- **Customer Assembled Kits (TCM)**
  - **ALC Service: Supply personnel assemble materiel for end user**

Projected Enterprise Solu

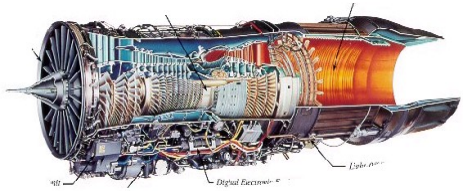


Process Flow



360 Degree Kitting Collaboration

TECHNICAL/ENGINENRING TEAM



WALKS ENTIRE PROCESS WITH MECHANIC AND CSR

AF/DLA NSNs

P/N – 3PL

P/N – OEM

Summary

- **Current processes are working but are very limited**
- **Customers Need More Flexibility**
  - **Everything is not 100% replacement**
  - **More than Class IX parts**
- **As Military Service Transformation progresses, DLA must seize opportunities to compliment/assist our customers**
- **Military Service leadership appears willing to consider DLA kitting support if DLA could make a convincing business case based on providing *responsive service* at a *satisfactory price***